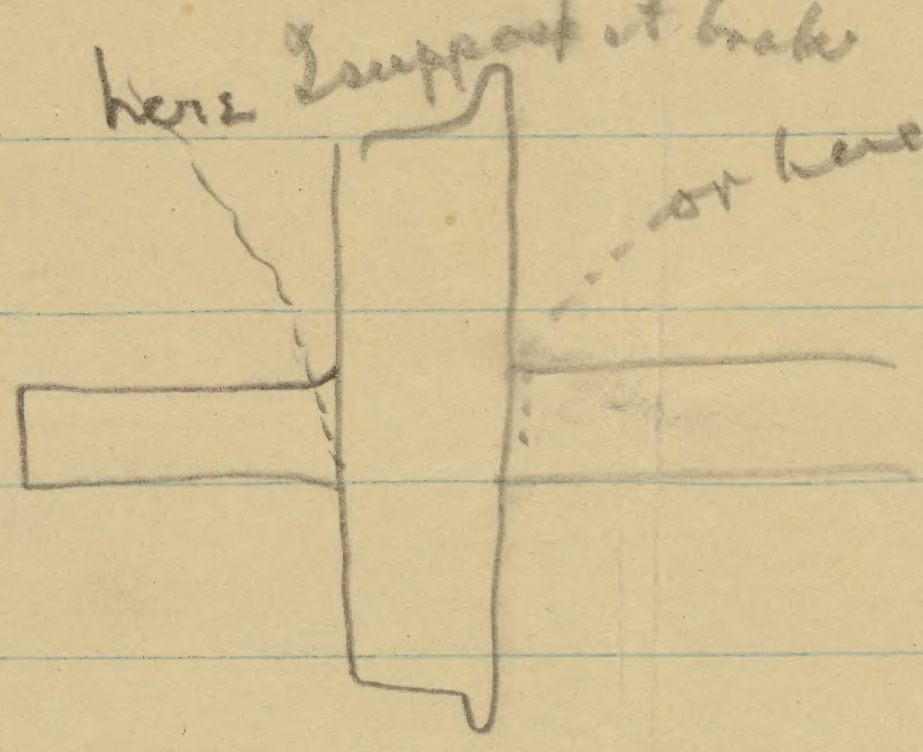
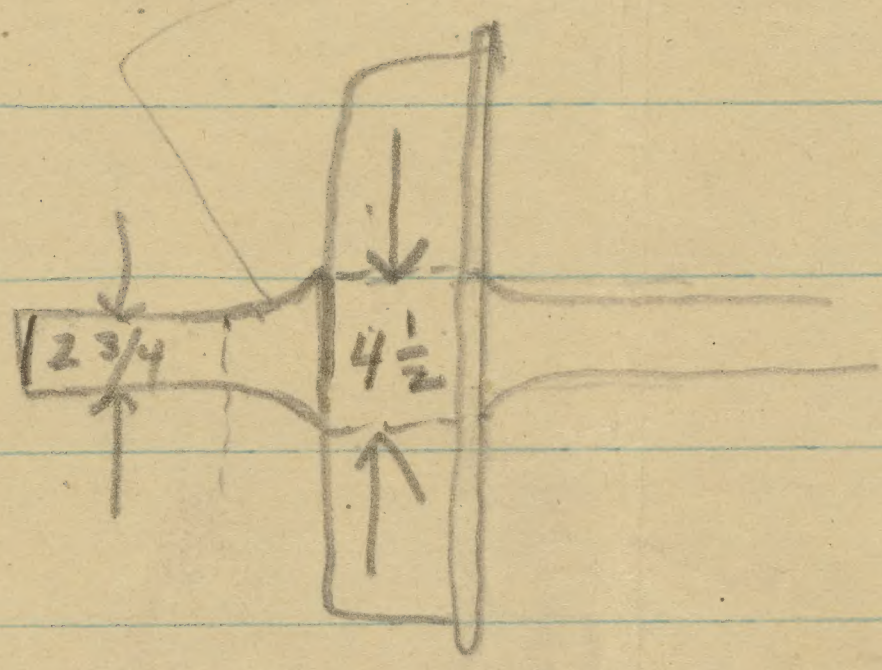
10

Beach -

Give me a sketch showing the exact position of the break on the axles - have sketch full size & actual shape



If you make it Long Taper

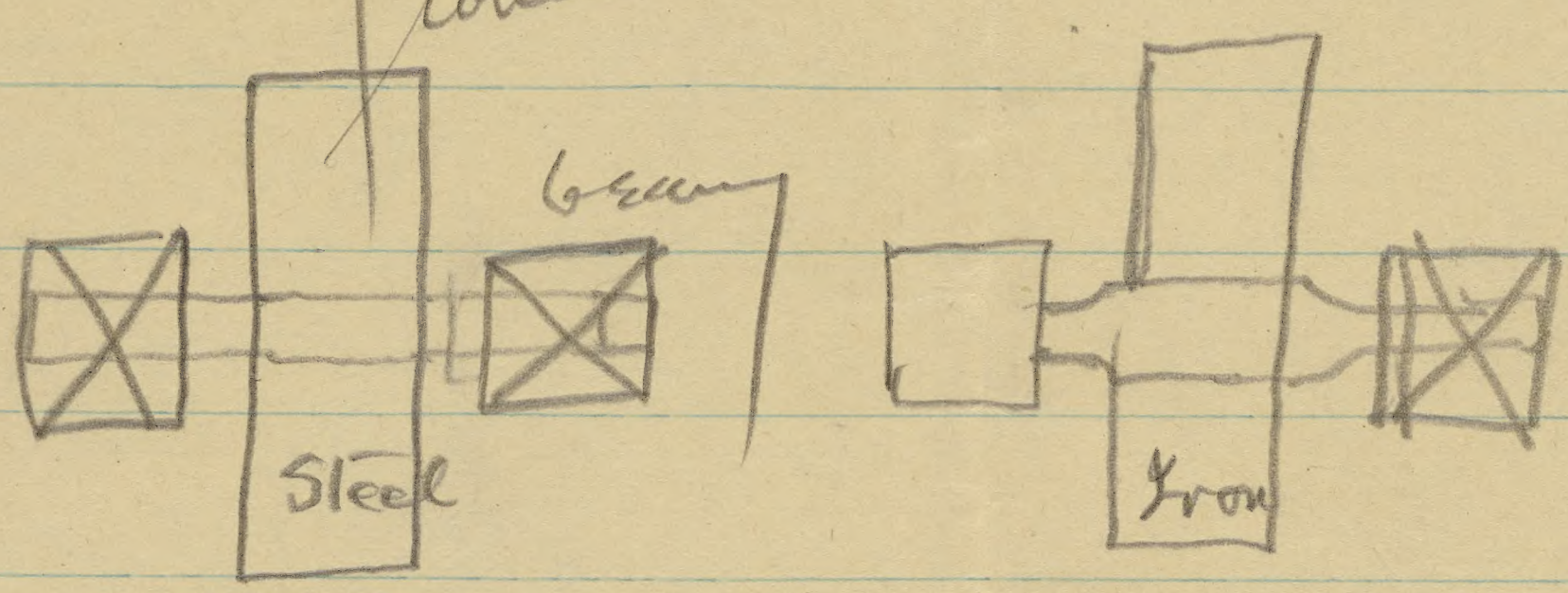


They will not break - this gives you same friction as before but it will be 2½ times stronger of taper

DSI

is made proper on both sides —

Our Kilns at Cement works which are very heavy constantly broke shafts, notwithstanding they were short between Gearings — They were of steel, We then made them of iron with larger diameter where they went into wheel These loosed well but broke & then increased the size where it went thru wheel & got a longer Taper or fillet always keeping the same size Gearings — not one has broken in 2 yrs 24 hours 365 days running



No 1
broke right along

No 2
broke now & then

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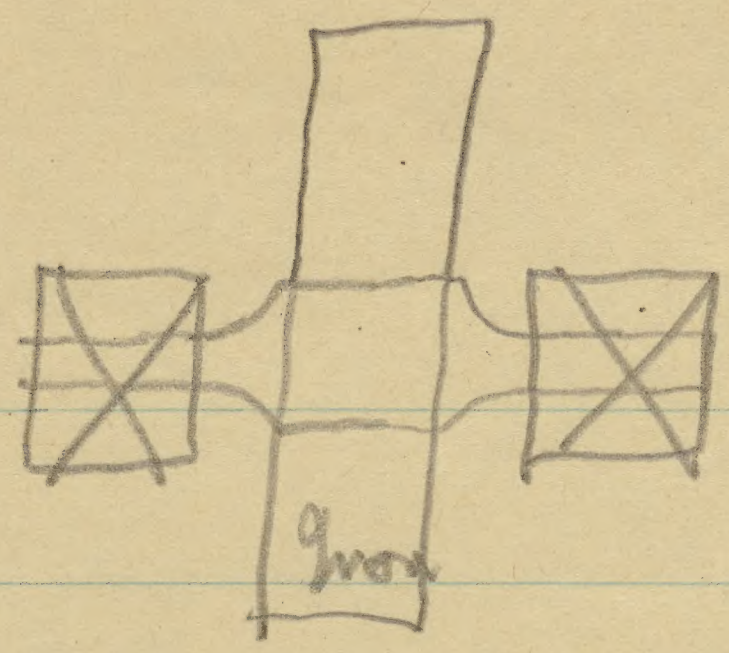

No 3 - Never Breaks -

In Re chains - If chains are put on oil Casings they wear right out This is contrary to general belief - The reason is that grit gets into the oil somehow & acts as a lap on the chain — A chain will wear longer in open air without grease just dry, but on account of rusting a little Prude Vaseline is O.K. In practice when you get order for Cars Use Chiffed Sproket, They are made

2600
1500

21600 1500

DSI

by Lehigh Foundry Co.
Wallory can give you the
address they will last
for years, wear out at least
6 unchilled spreaders,

You say you got short of
current twice - You are not on
your shoes keep battery
fully charged - & then you
can always take 10 miles or more
more out of it beyond
your daily run, this you
can do by an overcharge
now & then - Do you catch?
its best to be sure, the xtra
Current is walking against the
car, like a hauk in wood be
& its better for the battery

DSI

glad you got Reece unhooked
70 Watts is entirely too
much. its the motors or something
Therewith I have seen 75 watts
done on an auto which is
notoriously inefficient as
Compared to Rocks Elec
40 watts per ton mile should
be ample & I think it can
be done +
Holy Smoke if that Can be done
+ you get 500 lbs off -
+ with 212, amp from A4.
with same weight as 150 amp now.
+ in form of A8 which will
reduce it down to equivalent
of 12.3 lbs per A4 212 amp
Conical charge 250. Total
YOE should have Chem steamer
a mule + 90 mile Big Cars Eden

DSI

October 25, 1910.

Mr. Thomas A. Edison,

Orange, New Jersey.

My dear Mr. Edison:

I have received through Mr. Miller, your Secretary, the letter of introduction to Mr. Samuel Insull, President of the Commonwealth-Edison Company, for which kindly accept my thanks. I will try to connect with Mr. Insull during this present week, and see how his "litter of pigs" is getting along.

No doubt, Mr. Roach has already told you that I have completed an arrangement with the Chicago Railways Company, Mr. John M. Roach, President, to place on one of his lines, to be selected by his Chief Engineer, a single truck and a double truck car for demonstration purposes. Mr. Roach is deeply interested in the car and wanted to know if Mr. Edison really thought his battery would operate a street car. Mr. Roach has a place somewhere in Florida and says he has seen you there many times, and that you may remember him. Mr. Roach commenced as a telegrapher and says he has always very much admired your genius and persistency.

We feel that shortly after the demonstration has been successfully made in this city, we shall have no difficulty in

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selling a large number of these cars to the street railways in this territory. The principal inquiry for the cars is from the interurban roads, dozens of which are now in process of promotion, and financing, and all of them want an independent motor car of somewhat larger type than our present double truck car. The steam roads hereabouts have many short branch lines where they wish to operate an independent motor car with a compartment for baggage and express. The writer is of the opinion that your storage battery, with the improvements which you already have in view to lighten its weight, is going to revolutionize the transportation business; and that history will record this as your greatest achievement for the benefit of humanity.

In a general way, I may say that we are having a great many inquiries from different sources concerning your storage battery. It looks as if we were going to be able to do a good business here, and we are getting organized to take care of it. At this time, the principal inquiry is with regard to the B-4 lighting sets. Our first business of importance will be with these batteries, and we hope the factory will be able to fill our orders promptly. We have already placed orders with Mr.Bee for 27-sets B-4 batteries. We are going after the taxicab and automobile livery companies, with the view of having them adopt our lighting battery in place of the Prestolyte, and other systems

D51

of lighting.

We shall be greatly pleased to welcome you in Chicago, and would like to have you make our office your business home, while here.

Thanking you for your kindness and courtesy, which is much appreciated, we are,

Yours very truly,

WWW-L

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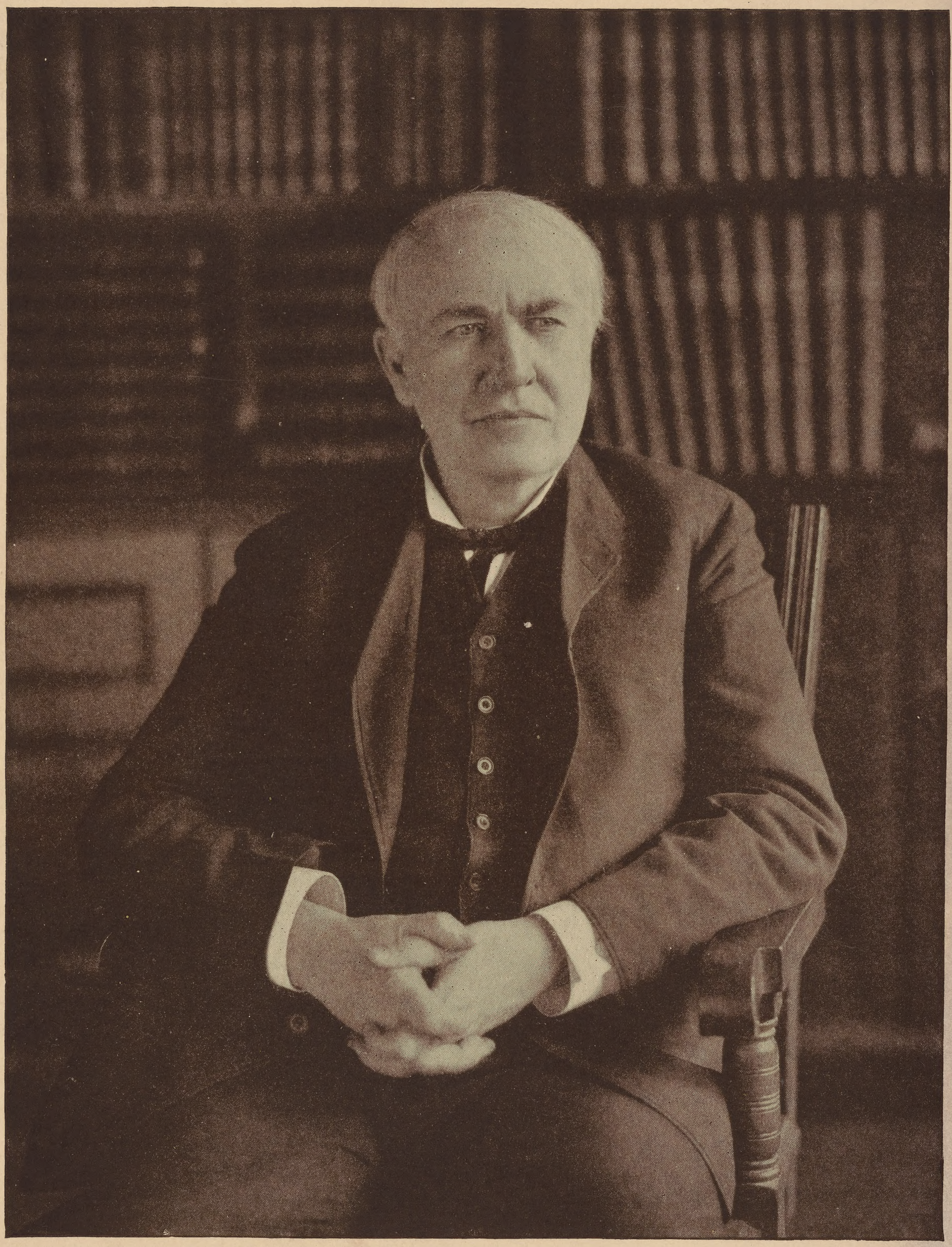

PHOTO BY NEW YORK EDISON COMPANY

Thomas A Edison

Inventor of the Edison Incandescent Electric Light, October 21, 1879

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